

RE Docket # FD-35952

Mr. Navecky,

This writing is in regards to historic places. Our home and barn are both listed on the National Register of Historic Places (Reference number 77000055)

[http://focus.nps.gov/nrhp/AssetDetail?  
assetID=7363d61c-9c21-4ead-9097-60dab18481f4](http://focus.nps.gov/nrhp/AssetDetail?assetID=7363d61c-9c21-4ead-9097-60dab18481f4)

The barn was constructed of locally harvested lime stone and dates back to 1857. It is a massive two story barn (50' x 100') and unusual for the county and state due to its size and construction.

Our home (High Victorian Italian Villa) was built in 1872, it is unusual for this area because of its four story mansardic tower.

The home and barn are located within half a mile of the currently proposed railroad.

Mr. Patton admitted during the Q and A in Morris, IL on May 2, 2016 that vibrations from the proposed rail line were a legitimate concern. We have grave concerns for our two buildings, even though both have been maintained and continue to be in use. Vibrations from frequently passing heavy and long trains will have a negative if not detrimental effect on these buildings. In addition we are concerned about the effects of noise and air pollution on our historic property

A cursory glance at the map on the National Register of Historic Places (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9-b808-4ff8-a2f9-a99909164466>) indicates that there are many more historic places along the possible line of the proposed rail.

The proposed rail is still a moving target as Mr. Patton eluded to several times during the May 2, 2016 meeting in Morris, IL. Therefore I respectfully request that the EIS focusses on the historic places within 30 miles on either side of all the currently proposed rail.

The reason for this wide swath is because of the following quote by Mr. Navecky in letter EI 21494 filed under docket # FD 35952; "We anticipate that any such alternative routes would likely be located within approximately 30 miles of the proposed rail line. Thus, the project area consists of a 60-mile wide corridor (i.e., 30 miles on either side of the proposed rail line)."

[http://www.stb.dot.gov/ect1/ecorrespondence.nsf/PublicIncomingByDocketNumber/  
4877AE164438FA3385257F8100456F94/\\$File/EI-21494.pdf?OpenElement](http://www.stb.dot.gov/ect1/ecorrespondence.nsf/PublicIncomingByDocketNumber/4877AE164438FA3385257F8100456F94/$File/EI-21494.pdf?OpenElement)

We expect that the STB will work closely with the Advisory Council on Historic Places and fully cooperate with the application of Section 106 of the National

Historic Preservation Act (NHPA). The regulations for which are published in the Code of Federal Regulations at 36 CFR Part 800, "Protection of Historic Properties".

We respectfully ask that the following concerns are addressed; the direct and indirect short, long and cumulative adverse affects of the proposed rail; such as physical destruction or damage due to vibrations and/or construction, spills or accidents, change in character of the property's use or setting, introduction of incompatible visual, atmospheric or audible elements, or alterations inconsistent with the Secretary of the Interior's Standards of Treatment of Historic Properties.

In the Section 106 process, a historic property is a prehistoric or historic district, site, building, structure, or object included in or eligible for inclusion in the National Register of Historic Places therefore I request that all properties eligible to be included in the NRHP also are evaluated for the above mentioned concerns.

Sincerely,

Mark and Mirjam Melin  
8608 East Rye Drive  
Clinton, WI 53525